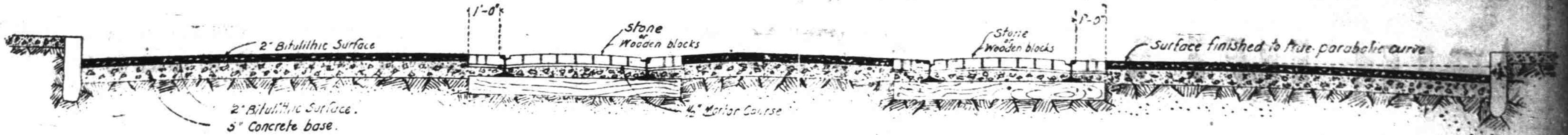


# GRAPHIC PRESENTATION OF POINTS INVOLVED IN R. T. PAVING DISPUTE



## Supervisors Not Fully Decided on Yielding, as They Are Now Advised

Advised by Deputy City Attorney Milverton to yield in the Rapid Transit paving dispute the board of supervisors are still undecided as to their policy.

The city and county attorney handed down an opinion some days ago the conclusions of which were published by the Star-Bulletin. He gave a summary of the points involved as follows:

At a meeting of the Board of Supervisors held on the 29th day of July, 1912, there was referred to this department a communication from the Honolulu Rapid Transit and Land

Company to the Board of Supervisors of the City and County of Honolulu, in which the company notified the board that it was ready to proceed to lay lava block pavement on King street between Nuuanu street and the Nuuanu stream. A reference of the matter to this department calls for a brief statement of the legal rights and liabilities of the respective parties, and the present status of the matter.

On the 8th day of December, 1911, the City and County of Honolulu entered into a contract with the Bitulithic Paving and Concrete Company, Limited, to pave with bitulithic pavement of two inches in depth upon a concrete foundation that portion of King street, in the district of Honolulu, between the bridge over the Nuuanu stream and Nuuanu street, excepting that portion of such street occupied by the tracks of the Honolulu Rapid Transit and Land Company, and one foot outside of the outside rail thereof. The paving under this contract was completed about the 5th day of March, 1912. Prior to the completion of the work, the Honolulu Rapid Transit and Land Company was notified in accordance with the law applicable thereto to pave the portion of the street occupied by itself and one foot outside of the outside rail with the same material specified in the contract referred to, except that there might be on each side of each rail throughout its length rows of either ohia or stone blocks not to exceed one foot in width.

Notice Ignored. The Honolulu Rapid Transit and Land Company ignored this notice. Subsequently, and "in order to save time" as it was said, an agreed statement of facts was submitted by the Honolulu Rapid Transit and Land Company and the Territory of Hawaii and Marston Campbell, Superintendent of Public Works of the Territory, to the Supreme Court in which a number of questions were submitted for adjudication relative to the rights and liabilities of the government, on the one hand, and the Honolulu Rapid Transit and Land Company, on the other. This agreed statement of facts was argued in the Supreme Court of the Territory on May 13, 1912, and decided on May 24, 1912. The Supreme Court of the Territory by a unanimous decision upon this agreed statement of facts held that the duty imposed on

the street railway company by Section 838 of the Revised Laws of Hawaii to pave or macadamize the portions of the street occupied by itself when any of the other portions of the street are paved or macadamized was not limited to original construction, but required the company to lay a pavement corresponding with a new pavement laid down by the proper governmental authorities, though the portion of the street occupied by the company had previously been macadamized.

Must Have to Conform. The Supreme Court of the Territory in the same submission was also unanimously of the opinion that under section 864 of the Revised Laws of Hawaii, the duty was imposed on the street railway company to pave its portion of the street so as to conform to a new pavement laid down

on the rest of the street by the City and County of Honolulu, whether the duty was enjoined by Section 838 of the Revised Laws of Hawaii or not; that the obligation of the street railway company as to paving was defined and fixed by the Franchise Act; that the Superintendent of Public Works had no discretion to authorize or direct the laying of a pavement of a kind different from that used by the Government; that the necessity for repaving the streets was to be determined by the governmental authorities having charge of such work; and that in prescribing the kind of pavement to be used, the authorities were not limited to that which was in ordinary use at the time of the granting of the franchise.

In the submission the Supreme Court was also of the opinion that notice to the Street Railway Company that it should conform to a patented bitulithic pavement made upon a concrete foundation put down on a certain section of King Street, in Honolulu, by the Municipal authorities, would not constitute an unreasonable requirement, it not appearing that the cost would be excessive or that the owner of the patent contemplated exacting conditions other than the payment of the price of the material and the cost of laying the pavement, and no claim being made that the pavement was not an approved one or that the action of the municipality in laying it was in any way improper or inappropriate, though nearly one-half of the life of the franchise had expired, and at the end of the term of the franchise the ties could be taken up only with much difficulty.

## RURAL SCHOOLS ARE DEFICIENT

### Notes of Interest on Education from Nations of the World

"The rural school is the one lagging in the educational procession," declares E. T. Fairchild, Kansas State Superintendent of Public Instruction, in a monograph just published for free distribution by the United States Bureau of Education.

This condition is due, among other things, to the fact that the emphasis of educational thought has been placed on the city schools, the high schools, and the colleges, at the expense of the rural school. Mr. Fairchild also finds that "the ever-increasing trend of population toward the cities, and the growing per cent of tenant farmers, have had a distinct and deterrent effect upon our country schools."

"The following is a true, though not a full indictment," continues Mr. Fairchild. "Of the 12,000,000 rural-school children, constituting a clear majority of the whole number of the youth of school age, less than 25 per cent are completing the work of the grades. The teaching is immature and lacks proper training. Terms are short."

"School buildings are poor, insanitary, and ill-equipped. The school enrollment is constantly decreasing. The supervision is wholly inadequate. Cost of instruction is higher than in the grades. High-school privileges are denied the great majority of these boys and girls."

"The strong, virile, rural school of a generation ago has gone, and in its place is a primary school weak in numbers and lacking in efficiency. The country boy and girl of this strenuous and complex twentieth century are not afforded equal educational opportunities."

"A vital weakness in our rural-school system is the lack of a genuine demand for properly trained teachers. I have knowledge of one State that bears an excellent reputation educationally where, out of 8,000 rural school teachers in 1910, 4,400 were found to have had no training beyond the eighth grade."

"If we want to get more out of the rural schools, we must put more into them. We can never have the best rural schools until we have aroused public interest in them. The national life and character of tomorrow is set and directed by the schools of today."

"The country is the Nation's great recruiting ground. To it the city has always looked for its supply of men who do the great things, who command armies, build industries, take the initiative."

"It is true that the cities are the centers of organization, but they are not self-sustaining. The rural population must always be the bone and sinew of any country. More than one-half of our school population is trained in the rural schools. These schools are inadequate."

### EDUCATION NOTES.

The sexes are about equally represented in Norway's ten normal schools. In American schools of the same class, women outnumber the men more than 3 to 1.

Italy is increasing her annual expenditure for education by over 30 per cent, according to the budget reported for 1912-13. The sum is 140,405,458 lire (about \$289,000,000).

Swedish gymnastics still retain their international favor. A conference recently held in Buenos Aires provided for a still further development of the art in Argentina.

School authorities of Leipzig, Germany, are fighting the smoking habit among school children. It is reported that in one school 80 per cent of the pupils smoked, in another 74 per cent, and in still another 84 per cent.

Crowded conditions in public schools are not confined to American cities. In Upper Austria 110 teachers in all-day schools have 80 to 90 pupils; 51 teachers have 90 to 100 pupils; and nineteen teachers have more than 100 pupils under their charge, according to information received at the United States Bureau of Education.

The idea of sending teachers to other countries for observation and study continues to spread. Sweden has recently dispatched to various other countries at public expense 24 elementary teachers, 11 women teachers of infant schools, 4 normal school teachers, and 9 teachers in high schools.

Italian school children trained in the "Children's Houses" under the new Montessori method are said to have become "frenzied with joy" at finding they could write. The children learn to write in incredibly short time under the new method, two or three months often being sufficient for the smallest of the tots.

Among young people's societies in France one of the most interesting is La Jeunesse Republicaine, an association devoted to the support and honor of the Republic. At a recent public festival a youthful representative of the association offered in the name of his comrades a solemn pledge, closing with these words: "We proclaim our devotion, without reserve, to the Republic of France."

We will aid by every effort in the enfranchisement of the people to whom we belong, by means of science, truth and justice."

The English like our agricultural schools. After examining Cornell, Wisconsin, and other well known institutions in the United States, a deputation reported its impressions in the following terms: "The unrivaled position of Wisconsin in the production of cheese and butter is the direct result of scientific teaching happily wedded to prudent legislation. If any one still doubts these things, and deems it worth while to go on repeating the sceptical question, 'Can agriculture be taught?' our advice is that he should go to Canada and the United States and see the thing done, and done upon a great scale."

The intimate connection between hungry bodies and hungry minds is receiving practical attention in European cities. In Berlin 7000 pupils in one year had school lunches furnished them; in Hamburg 3000; while in Leipzig the number thus aided amounted to 2200, according to information received at the United States Bureau of Education. In Munich and Nuremberg both breakfast and lunch are furnished to needy pupils. In Ludwigshafen bread and milk are given each morning to the children who have reached school without having been fed. In Belgium soup and bread are given to the impoverished pupils; in Liege alone in 1910, 304,297 rations were supplied.

In Italy it is considered part of the duty of the authorities to be on the lookout for pupils who seem not to be properly nourished, and to provide them with food. In Norway substantial lunches are furnished by the city authorities, a central kitchen being used for this purpose.

**RAILROAD RATES ARE ADVANCED**

SAN FRANCISCO, July 26. — With the arrival of advance copies of new freight rate tariffs at the general offices of the Southern Pacific, Western Pacific and Santa Fe railroads in this city yesterday, officials of the three carriers began the work of announcing to shippers a sweeping advance in rates that will be of the utmost concern to Pacific Coast manufacturers and jobbers. The new tariffs comprise the railroads' practical reply to the rigid enforcement of the long and short haul laws and the successful complaint of intermediate points, such as Reno, Nevada, and Spokane, Washington, against terminal rates based on water competition.

In effect the charges mean the cancellation of all eastbound less than carload and most carload commodity rates and the substitution thereof of advanced class rates. This, in itself, means that practically every product shipped east from California will move under an advance ranging from 75 to 100 per cent. This eastbound tariff becomes effective August 19th.

The westbound tariff, revised, which becomes effective September 2nd, not only provides a sweeping advance in all freight articles not generally carried by water but it also destroys the benefit of water competition for such cities as San Francisco and Portland by establishing the rate to intermediate points upon the same scale as that of the coast terminals.

Approved by Commission. The new rates were compiled by what is known as the Western classification committee, in Chicago, the committee being composed of freight traffic officials from every railroad in the country. The chances of effectively opposing them before the Interstate Commerce Commission, it is declared in railroad circles, are slim.

The new rates, it is said, have already been approved by the Commission and are to remain approved until such time as the United States Supreme Court makes final disposition

of the intermountain cases now pending before it on the railroads' appeal. The Commission's approval, it is said, really amounted to a compromise, the railroads consenting to cease fighting the big cases before the Commission upon every technicality and allow the highest court in the land to make final disposition of the appeals.

An idea of the effect of the new east-bound tariff may be gained from what follows: It cancels all less than carload commodity rates, terminal and intermediate, on everything save beans, beeswax, dried fruit, explosives, leather, hops and wool. It cancels the greatest percentage of carload commodity rates, substituting class rates thereof. This means an increase in rates of from 75 to 100 per cent on such articles as automobiles, leather, books, dairy products, printing material, machinery, pipe, drugs, dry goods, pottery, masonry, fruit, paint, glue and glue stock, rice, rope, crude rubber, abalone shells, soap, tin and wooden ware.

Under Class Rates. All will move hereafter under class rates raised from a basis of \$3, first class, to all Eastern territory, to a scaled rate of \$3.70; New York; \$3.60; Pittsburgh; \$3.50; Detroit; \$3.40; Chicago. Slight reductions are made from Nebraska, Oklahoma, Texas and Colorado.

The rates under which these articles now move run from \$1.50 to \$2.25. At the same time the minimum charge on carload rates advances from \$2.60 to all points East to \$3.30; New York; \$3.40; Pittsburgh; \$3.00; Detroit; and Cincinnati; \$2.95; Chicago; \$2.85; St. Louis territory. Minimum on vegetables, sulphur, sugar, scrap iron, fuller's earth, honey and hay are raised from 25 to 50 per cent.

Westbound Increases. In the westbound tariff, save for the grant of equality to intermediate points with terminal points, the changes are, not so radical. But they provide big advances on automobiles, canned goods, hair, harness, salt, cooperage, rags, woodenware, furniture, street cars, machinery, pipe, shinglebands, oysters, machine fittings, oils, vehicles, leather and numerous other articles.

Westbound household goods advance from 25 to 40 cents per hundred pounds on less than carload rates and on carload rates advance 7 cents. Eastbound the advance is greater. On mixed carloads of furniture that now move on a basis of \$2.20 from all Eastern territory the rates will be: From New York, \$2.65; Pittsburgh, \$2.60; Detroit and Cincinnati, \$2.52; Chicago, \$2.45; Mississippi territory, \$2.38. All furniture advances in proportion. Glassware goes from \$1.20 and \$1.70 to \$1.35 and \$1.85. Plate glass goes from \$1.50 per hundred united inches to \$2.25.


Limit Market Distances. "The changes are the most sweeping ever made by the transcontinental

roads," said one rate official yesterday. "They are bound to affect vitally the Pacific Coast manufacturers and jobbers, every man, in fact, who has built up a business on the old rates."

"There is little doubt that they will spell ruination for many whose business was based on the old rates. The practical effect upon California manufacturers will be to limit market distances and make them unable to com-

pete with Chicago manufacturers for much of the Middle West trade that they have hitherto obtained successfully. At the same time the intermediate points gain immediately the benefit of water competition to which, by reason of their natural location, they are not entitled."

When a married man goes away with an open smile it may be a sign his wife is away on a visit.



## The Culmination!

## The Last Week!

# Final Value-Giving Extraordinary

**S**ATURDAY, August 17th, marks the closing of the greatest sale we have ever had. There are still hundreds of Furniture and Carpet offerings which will make it worth your while to anticipate and supply now every want you can possibly think of which you may require for present use or many months to come.

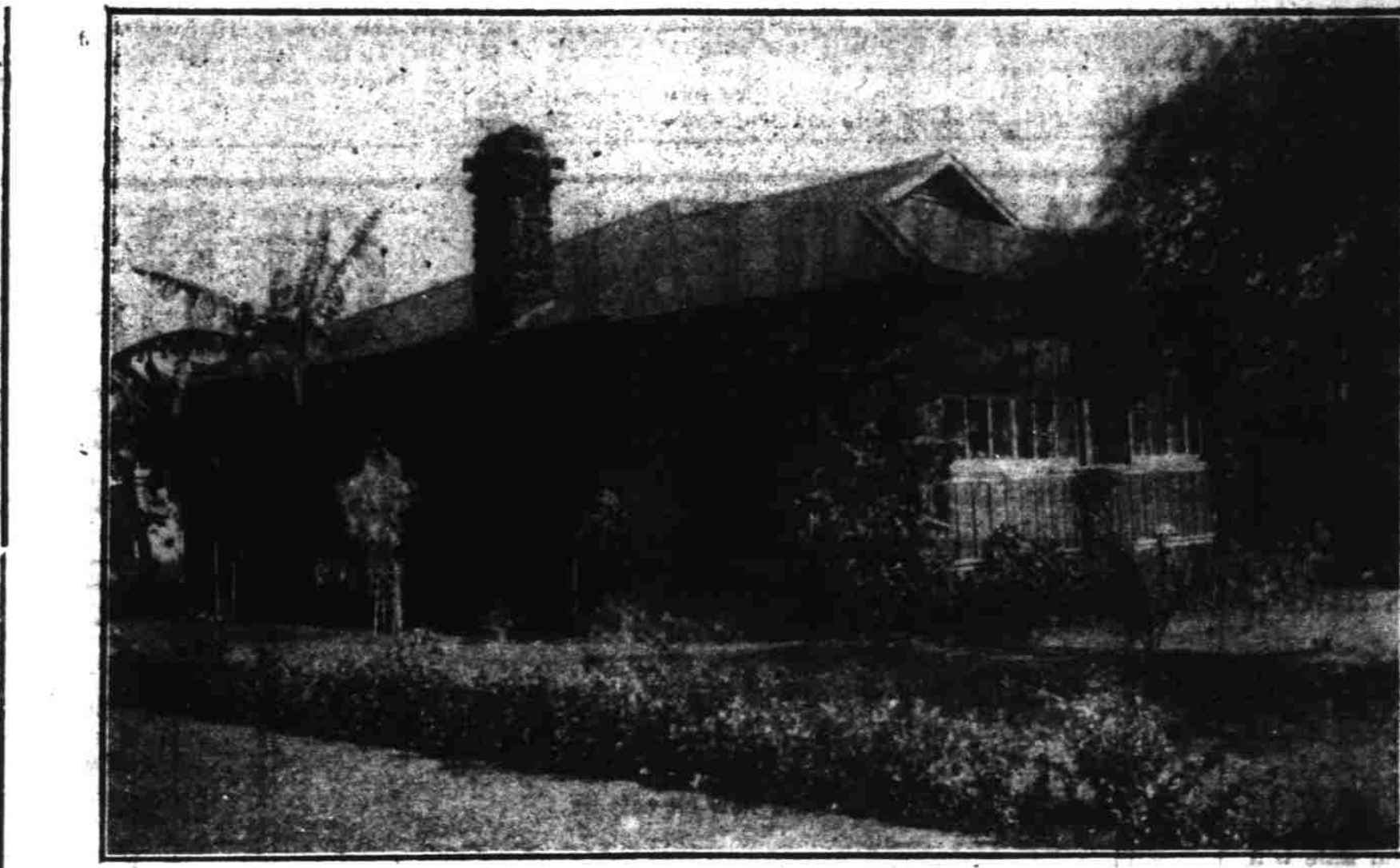
## Radical Sale-End Reductions!

On hundreds of household furnishing articles. A saving from 20 to 50 per cent. Positively every article of household furniture in our entire stock included in this final sweeping.

**Our Windows** offer you a fair idea of the wonderful values we are giving. Come down and investigate. It will repay you for the trouble.

# J. Hobb & Co

LIMITED



For information as to prices and location of lots for sale by the

## Kaimuki Land Co.

See E. L. Hutchinson at his office, King St., next to Bishop Street Park

## Kaimuki Described By A Noted Frenchman

PIERRE BOMBIER

Kaimukey is as la Belle France,  
Sky so blue and trees much green,  
I so much feel in one grand trance,  
For notings better home is seen.  
Ah! a letter I will write today  
Telling how I love dis land;  
Ze flowers, ze grass, ze sea, ze sky:  
The wind makes music as a band.

Vell, I goes to Kaimukey, what does I see?  
Bootiful, bootiful! Ze moon, ze stars zey  
kies the green mountains, and ze ocean is  
smiling just like mademoiselle at home. I  
feel I like to die, I is so very happy. Nevaire  
shall I go to la belle Paris more, for I now  
got a land for me to make ze roses grow; ze  
land I buy, and no more la belle France I  
care to see.